



# WELCOME

## NOISE STUDY

### INFORMATION MEETING

**THE EVENT IS STRAIGHT AHEAD IN THE GYMNASIUM.**



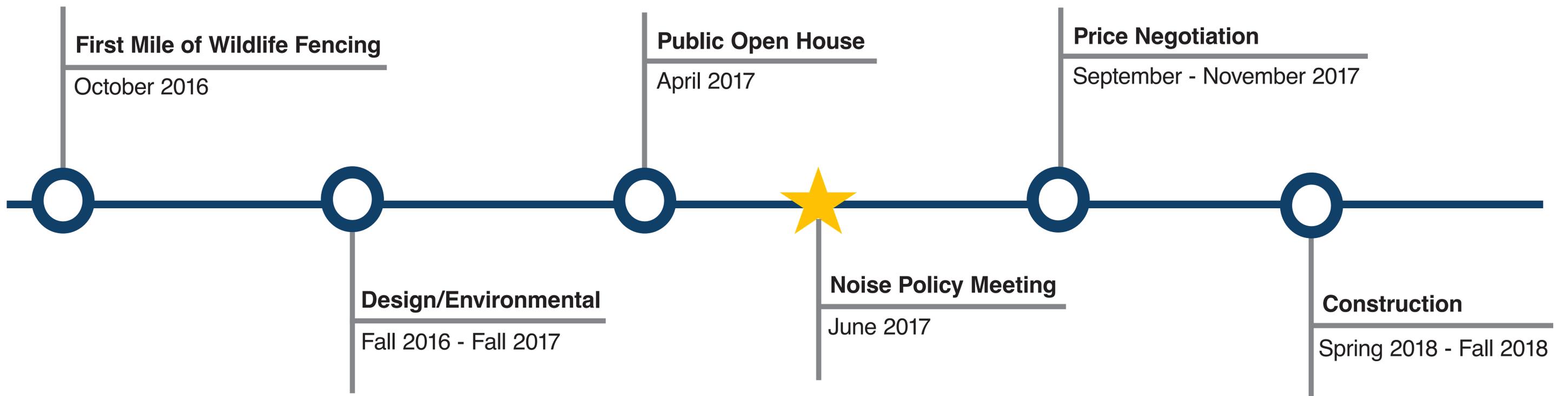
# WELCOME

## NOISE STUDY

### INFORMATION MEETING



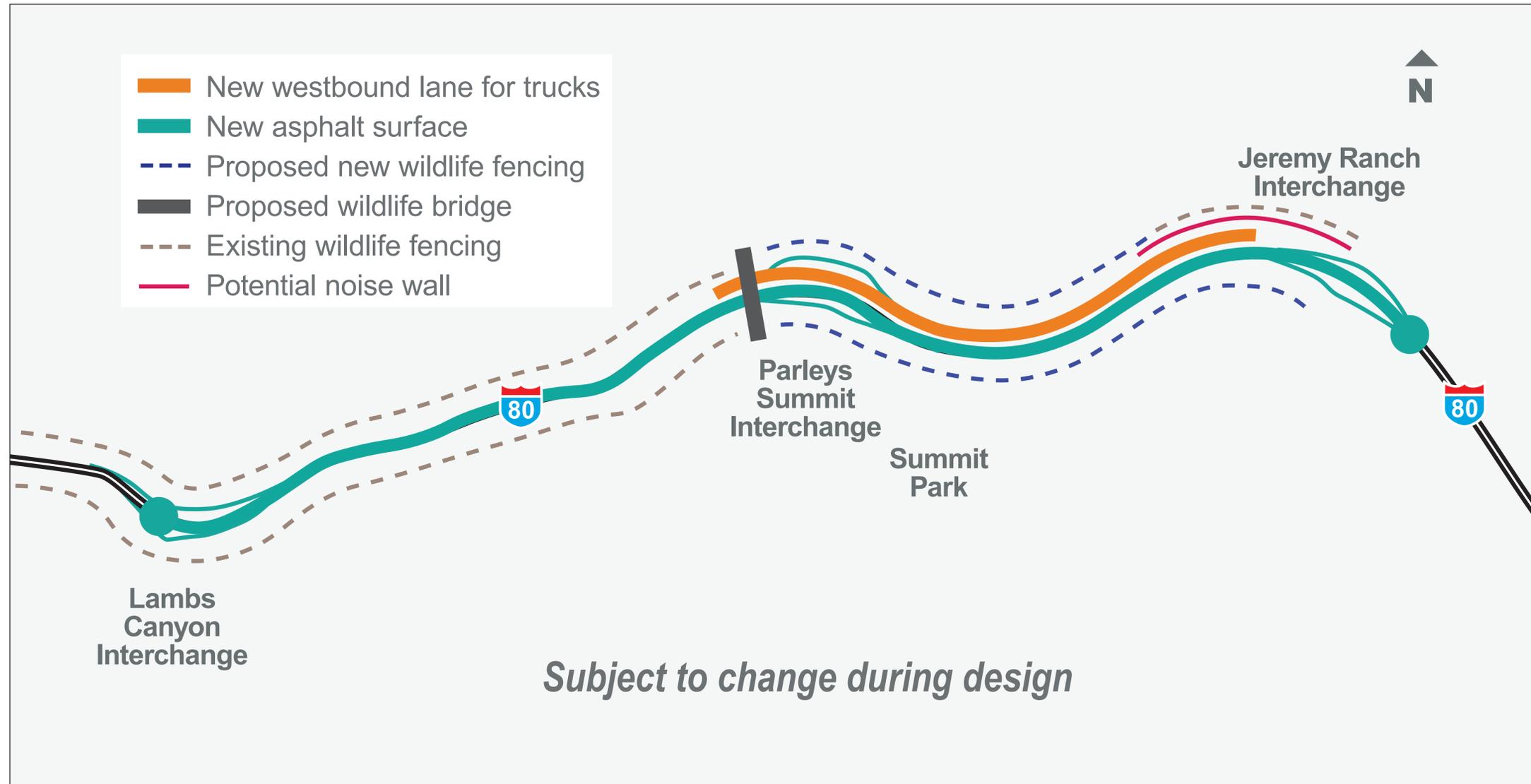
# PROJECT SCHEDULE



*Schedule is subject to change during design.*



# PROJECT MAP



**Truck lane, paving and fencing: \$17M - Federally funded**  
**Wildlife bridge: \$5M - Federally funded**

*(funding becomes available fall 2017)*



# PURPOSE AND NEED

## Purpose

The purpose of the project is to address safety issues associated with semi-truck congestion, reduce the potential for wildlife/motorist incidents, and address aging pavement conditions.

## Need

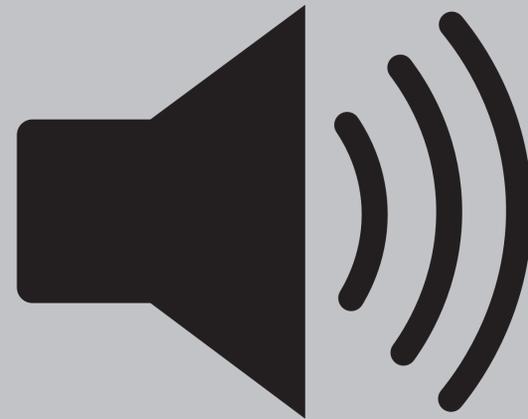
- ▶ Semi-trucks slow down and block traffic creating unsafe driving conditions from Jeremy Ranch to Summit Park as a result of the steep grade. This creates unsafe driving conditions.
- ▶ This area of I-80 is a major wildlife migration corridor for large mammals such as moose, elk, and deer. These species access the interstate, creating unsafe conditions for the animals and drivers.
- ▶ Pavement needs maintenance from approximate MP 136.0 to 142.1.

# ENVIRONMENTAL ANALYSIS



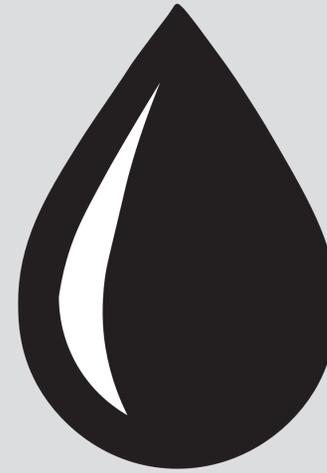
## Threatened and Endangered Species/ Wildlife

No impacts. Fencing and wildlife bridge will be a benefit.



## Noise Impacts

Noise will increase as a result of the new truck lane. One potential noise wall will be evaluated and balloted.



## Waters of the U.S.

Less than 1/10 -acre of impact to wetlands.



## Right-of-Way

No impacts associated with this project.



## Cultural Resources

No adverse effect to an historic rail line on top of the vertical cut slope north of I-80.



# NOISE ABATEMENT PROCESS

As part of this project, UDOT evaluated noise impacts along I-80 in the project limits. The department determined that noise abatement measures are warranted based on noise impacts. Benefitted receptors\* will have the opportunity to vote on their preference for a wall.

## How does balloting work?

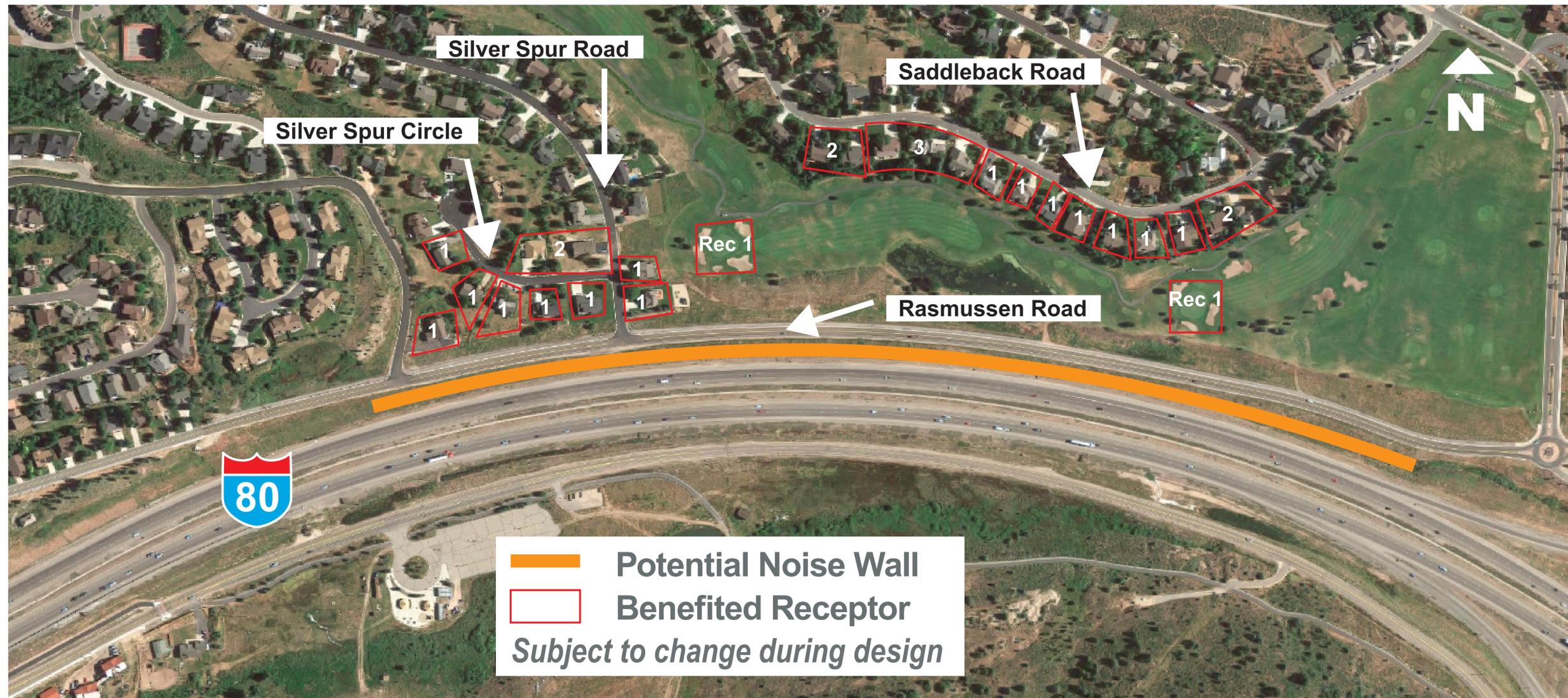
- ▶ UDOT considers viewpoints of Property Owners and Residents - Property owners and residents (non-owners) are balloted to determine the desire for noise walls.
- ▶ Ballots are sent to:
  - ▶ All benefitted receptors\*.
  - ▶ Receptors that border or that are directly adjacent to the end of a proposed noise wall that are not, by definition, benefitted by the wall are balloted.
- ▶ 75 percent of ballots mailed must be returned.
- ▶ Walls will only be recommended if 75 percent of votes returned are in favor.

### WHO IS A BENEFITED RECEPTOR?

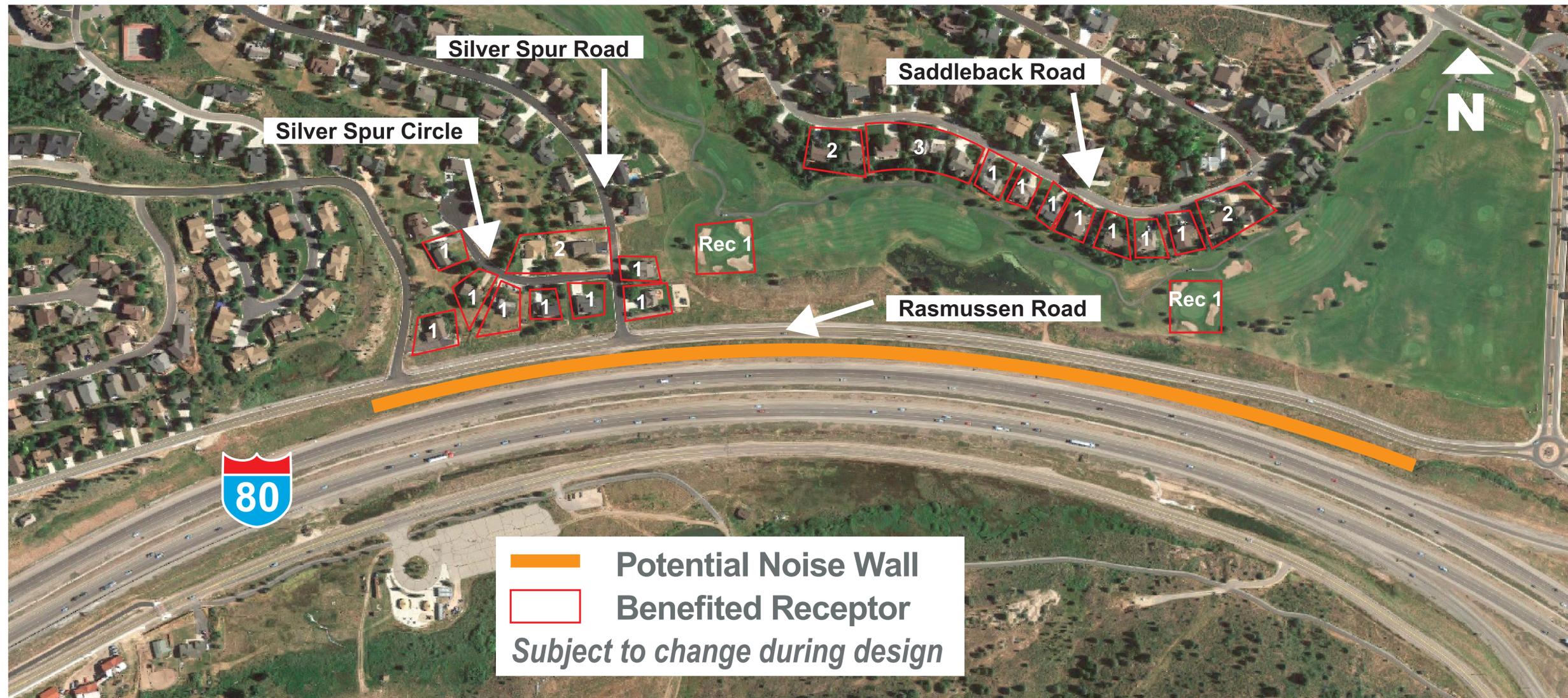
\* A benefitted receptor is one that would receive a reduction of 5 dB(A) or more as a result of noise abatement.

*Noise balloting is scheduled to begin in late June.*

# NOISE ABATEMENT MAP

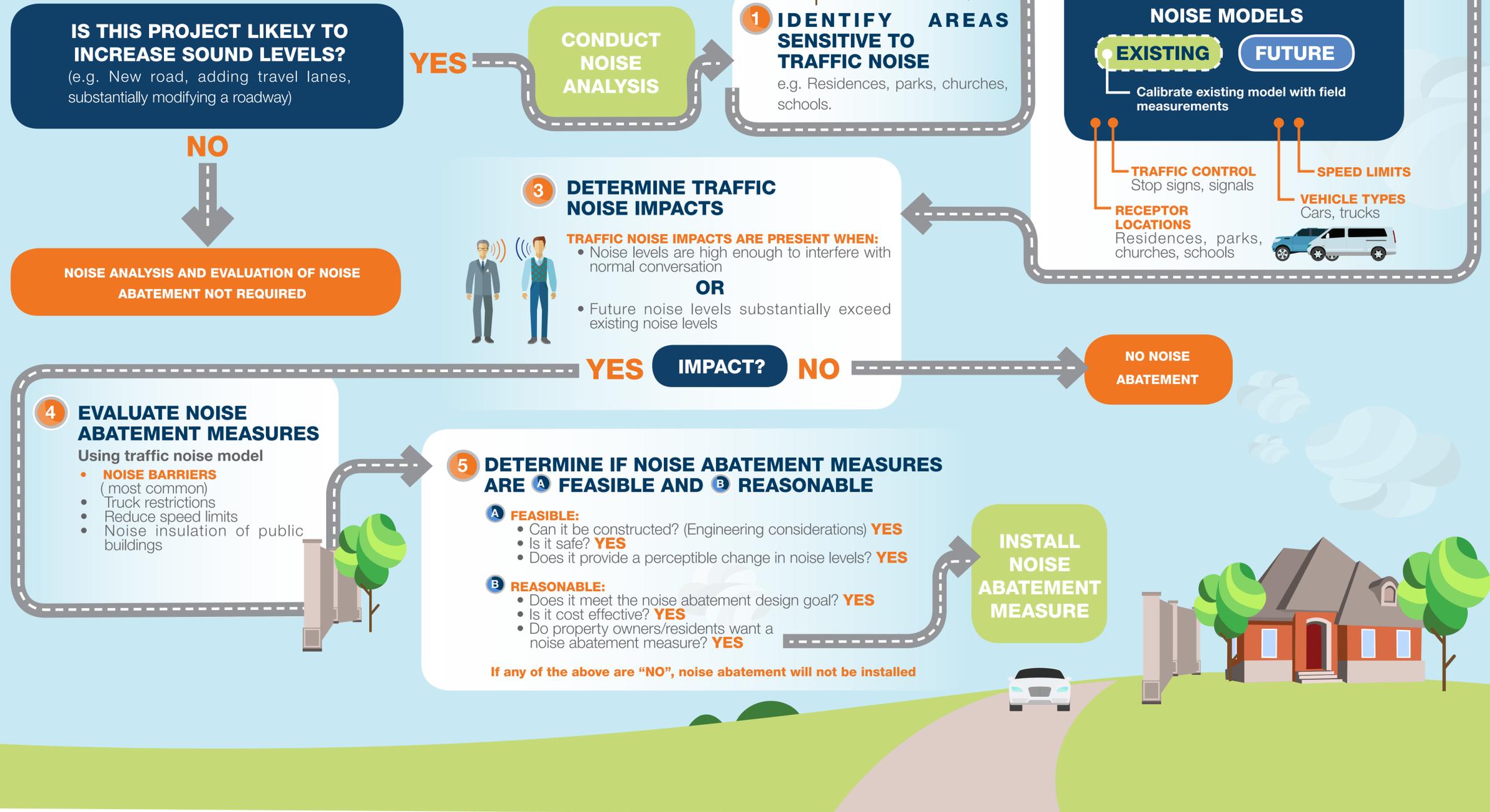


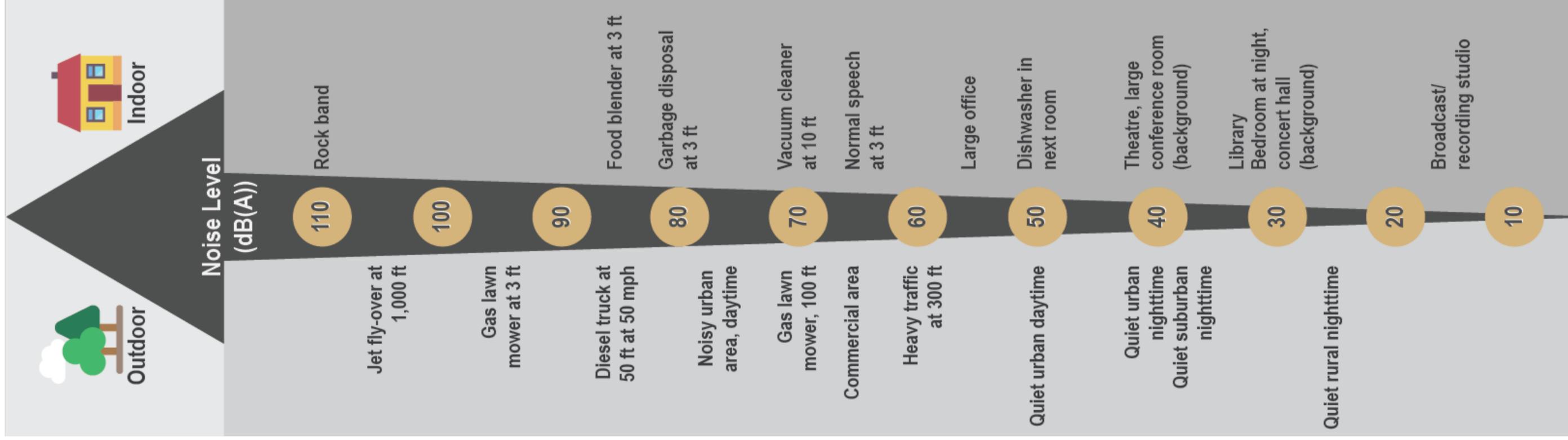
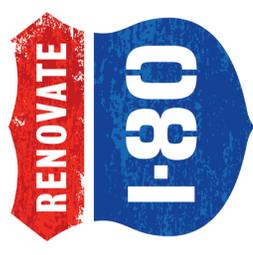
# NOISE ABATEMENT MAP



## UNDERSTANDING TRAFFIC NOISE

The Utah Department of Transportation (UDOT) will install noise abatement measures according to the guidelines and requirements in the UDOT noise abatement policy. The noise analysis process is summarized below. For more information, review the full policy at [www.udot.utah.gov/go/noisepolicy](http://www.udot.utah.gov/go/noisepolicy)





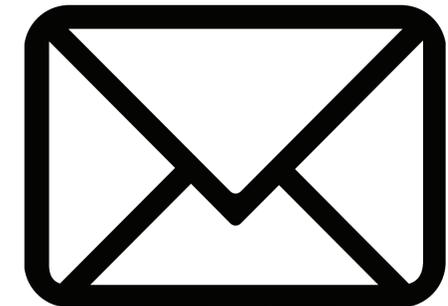


# CONTACT INFORMATION



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